

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್.—ದೂರು ಕೊಟ್ಟಿರುವುದು ಹಾಗೆ, ಒಂದು ವೇಳೆ ತಾವು ಇನ್ನೂ ಬೇರೆಯವರು ಇದ್ದಾರೆ ಎಂದು ಹೇಳಿದರೆ if those names are given further investigations will be made. If they are also found guilty of the offences suitable action will be taken. But so far as Government is concerned I would like to make it very clear that we are not for siding either this or that group. The two Sanghas whose case is before the Minister I have already requested him to take a decision soon as per the law and as per the state of affairs that exists so far as the recognition aspect is concerned, ಮತ್ತು ನಮ್ಮ ಕಾರ್ಮಿಕರು ಫ್ಯಾಕ್ಟರಿಗೆ ಹೋಗದೆ ಪ್ರೊಡಕ್ಷನ್ ನಿಲ್ಲುವುದು ಬೇಡ ಎಂದು ಕಾರ್ಮಿಕರಲ್ಲಿ ಪ್ರಾರ್ಥನೆ ಮಾಡುತ್ತೇನೆ. ಎಲ್ಲರೂ ದಯಮಾಡಿ ಫ್ಯಾಕ್ಟರಿಗೆ ಹಾಜರಾಗಿ ಎಂದು ತಾವು ಹೇಳಿ, ಇಷ್ಟಾದರೂ ಜಾಸ್ತಿ, ಇನ್ನೂ ಗಲಾಟೆ ಆದರೆ, ನಾಳೆ ರಾ ಅಂಡ್ ಅದರ್ ಮೆನ್‌ಟೇನ್ ಮಾಡಬೇಕಾಗುತ್ತದೆ. 100—200 ಜನರನ್ನು ಅರಸ್ ಮಾಡಿ ಯಾರು ಕೆಲಸಕ್ಕೆ ಹೋಗಲು ಅವೇಕ್ಷೆವುಳ್ಳ ಇನ್‌ಸೆಂಪಿಟ್ ಪೀಪರ್ ಇದ್ದಾರೆ, ಅವರಿಗೆ ರಕ್ಷಣೆ ಕೊಡುವುದು ಸರಕಾರದ ಜವಾಬ್ದಾರಿ, ಅದನ್ನು ಮಾಡಿಯೇ ಮಾಡುತ್ತದೆ.

(iv) re : **Five Accident K.S.R.T.C. Bus at Karnakapura**

Sri P. A. PAWASHE (Uchagaon).—I call the attention of the Hon. Minister for Transport and Tourism regarding the fire accident caused at the Kanakapura Bus Stand on 14th March 1975.

Sri MOHAMED ALI (Minister for Transport and Tourism) I wish to make the following Statement:—

On 14th March 1975 at about 11-30 hours a bus belonging to the Karnataka State Road Transport Corporation No. MYF 2096 arrived at Kanakapura Bus Stand from a scheduled trip. There was a heavy rush of passengers towards the village Venkatarayana Doddi on account of Kabbalamma Fair. With a view to clearing this load of traffic the Traffic Controller on duty at Kanakapura Bus Stand called the crew of this bus to the office to issue instruction to perform extra tripe to Venkatarayana Doddi and back. It was also indicated to the waiting passengers that this bus would perform an etxra trip to the above village. While the crew were receiving the instructions from he Traffic Controller the passengers rushed inside the bus and occupied the seats.

At about 11-35 hours the Traffic Controller and the crew heard notices and cries of the passengers and other on lookers at the bus stand. When they rushed out of the office it was observed that heavy smoke was coming out of all the windows of this bus and that the bus was on fire. Immediately with the help of the people available in the Bus Stand the fire was put out within ten minutes by throwing water collected from a nearby pond.

After the fire was put ut four passengers were found dead inside the bus. The injured passengers numbering 26 were rushed to the Victorai Hospital, Bangalore, within another ten minutes by a relief bus. The General Manager, Karnataka State Road Transport Corporation, the

Chief Mechanical Engineer, Deputy General Manager, Bangalore Division, Divisional Traffic Officer, Bangalore Division, Divisional Mechanical Engineer, Bangalore Division, Depot Manager, Kanakapura Depot, the Medical Officer, K.S.R.T.C. Hospital and Divisional Security Inspector rushed to Kanakapura immediately. The Medical Officer along with the ambulance and other hospital staff followed the relief bus carrying the injured passengers to the Victoria Hospital. On the way to the Hospital one boy aged about ten years succumbed to the injuries.

Of the 25 injured passengers who were admitted in the Victoria Hospital, four passengers died on 14th March 1975, three died on 15th March 1975 and another three died on 16th March 1975 and one more died on 17-3-1975 thus bringing the total number of deaths to sixteen. The list of passengers who died and also those who are under going treatment is enclosed.

The reasons for the fire as ascertained is stated to be follows:—

Of the passengers who rushed inside the bus when the Driver and Conductor were away to receive instructions from the Traffic Controller, one passenger appears to have carried with him three 5 litre containers filled with petrol. Two of these tins were kept underneath seat Nos. 23, 24 and 25 and another can was kept at the rear end of the vehicle. One of the passengers lit a match stick to smoke and threw the remaining burning portion of the match stick which landed on one of the petrol tins. This caused mild smoke. Nearby the time a bundle of bedies and match boxes was also kept. One of the passengers observing this smoke kicked his foot probably with a view to put out the burning match stick and in the result upset one of the petrol cans which was not closed securely. On the petrol being spilled from the can fire brokeout suddenly. The other tin which was also near by exploded which resulted in the fire spreading very quickly. Seat Nos. 23, 24 and 25 are exactly in the centre of the bus. As the Fire was in the middle of the bus the passengers could not come out as the entire bus was also enveloped in heavy smoke. The passengers at the rear end of the bus escaped with minor or no injuries.

I visited the Hospital on the evening of 14th March 1975 and ordered ex-gratia payment of Rs. 2,000 to the families of each of the passengers who died and Rs. 1,000 to each of the injured passengers. Payment was arranged immediately. The Minister for Health and Sri Putta Das, M.L.A. and Sri Krishnappa, M.L.A., also visited the Hospital.

The following damages are caused to the vehicle :—

- (1) All Window Glass panes broken, due to heat and by the passengers who tried to come out.

- (2) Five Alluminium roofing sheets melted due to the intensity of the heat.
- (3) Side Alluminium lauvers just above the windows melted due to heat on both sides.
- (4) Ten passenger seat cushions damaged completely.

In this connection it may be stated that the passengers were occupying the bus even before tickets were issued and when the crew had just then gone to the Control Room for receiving instructions. If the crew were present at the time of passengers boarded the bus they would have prohibited the entry of these petrol cans into the bus. As per Rule 166 of the Karnataka Motor Vehicles Rules, no passenger of a Stage Carriage shall carry any explosive substance or article in the stage carriage. A Circular has also been issued by the K.S.R.T.C. on 15th June 1967 instructing the Drivers and Conductors "to be alert and watchful over the luggage items carried by passengers so that carriage of dangerous and explosive materials and other prohibited articles could be promptly disallowed." Even in the time-tables published by the K.S.R.T.C. it is clearly mentioned that certain articles shall not be accepted for carriage in a bus. The list of articles includes petrol, diesel oil, kerosene and other such inflammable and explosive articles. It was clearly a mistake on the part of the passengers to have carried those tins of petrol into the bus and the crew of the bus had no opportunity even to know the presence of tins unless they had boarded the bus. Even as recently as 9th May 1974 general standing orders have been issued by the K.S.R.T.C. to its staff that articles like petrol diesel oil, kerosene etc., shall not be accepted for carriage in K.S.R.T.C. buses.

passengers who died on the spot

Ex-gratia paid

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|---|-------|
| 1. Venkatachalaish, 32 years, S/o Venkatarange Gowda, Supervisor, Government Silk Filatures, Kanakapura | 2,000 |
| 2. Smt. Kullamma, 60 years, W/o Channe Gowda, Kurubarahalli. | 2,000 |
| 3. Naga, 18 years, S/o Bore Gowda, Kurubarahalli. | 2,000 |
| 4. Mallaiab, 80 years S/o Kothari Channaiah, Tigalarahalli on 14-3-1975 | 2,000 |

Passengers who died at the Victoria Hospital,

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|--|-------|
| 5. Jayaramu, 10 years S/o Kabbale Gowda, V.R. Doddi, (died on the way to the hospital) | 2,000 |
| 6. Venkataraju, 2 years S/o Ramasetty, | 2,000 |
| 7. Lakshmamma, 24 years W/o Mari, Iyanarahalli. | 2,000 |
| 8. Munilingaiah, 35 years S/o Late Linge Gowda, Kuthkondanahalli. | 1,000 |

9. Siddaiah, S/o Karikenchegowda, Kalbeeranahalli, (Another sum of Rs. 1,000 is being arranged to be paid). 1,000

Passengers who were admitted to the Victoria Hospital

10. Krishnappa, 24 years S/o Dasappa, Vaderajalli 1,000
11. Kalegowda, 40 years S/o Siddalinge gowda, Kuruburhalli. 1,000
12. Venkatasetty, S/o Late Munivenkata Setty, Expired on 15-3-1975. Kurubarahalli (80 years). 1,000
13. Hanumamma, 30 years W/o Venkatagiriah, V. R. Doddi. 1,000
14. Kabbalaiah, 35 years S/o Late Channegowda, Kurubarahalli 1,000
15. Kumari Venkalakshamma 5 years D/o Venkatagiriah, V. R. Doddi. 1,000
16. Smt. Lakshamma, 40 years W/o Venkataramana Setty, Kuthukondanahalli. 1,000
17. Smt. Venkatalakshamma, 40 years W/o Venkatagiri Setty, Kurubarahalli 1,000
18. Smt. Lakshmi, 39 years W/o Hanumaiah, Tigalarahalli. 1,000
19. Smt. Gowramma, 45 years W/o Karigowda, Verappasanadra. 1,000
20. Jayamma, 30 years W/o Karithimmegowda, Javanammanadoddi. 1,000
21. Durgaiah, 45 years, S/o Siddalinge Gowda, Kurubarahalli expired on 15-3-1975 1,000
22. Rama Setty, 30 years S/o Venkata Setty, Kuthukondanahalli. Expired on 16-3-1975 1,000
23. Malyamma, 19 years W/o Rama Setty, Kuthukondanahalli Expired on 16-3-1975 1,000
24. Kamma, 30 years W/o Mullahalli, V. R. Doddi 1,000
25. Ramakrishna, 30 years S/o Govindappa, Angarahalli, S. R. Patna Taluk. 1,000
26. Kala Gowda, 50 years S/o Kempegowda, Mallappanahosahalli, 1,000
27. Varalakshamma, 24 years W/o Hanumaiah Tigalarahalli. Expired on 16-3-1975 1,000
28. Hombalaiah, 30 years S/o Pullaiah, Tigalarahalli. 1,000
29. Ramakka 40 years W/o Subbanna, Kuthukondanahalli. Expired on 17-3-1975 1,000

30. Hullaha i, 40 years S/o Venkataiah, V. R. Doddi.
Expired on 15-3-1975

1,000

Passengers admitted to the Kanakapura Hospital
with minor injuries.

31. Mariyamma, 60 years W/o Linge Gowda, V.R. Doddi. 1,000
32. Chandra, 4 years S/o Mariyappa, Kurubarahalli. 1,000
33. Venkata Gowda, 62 years S/o Ninge Gowda, Kuru-
barahalli.
34. K. N. Ramachandraiah, 20 years, S/o Ninge Gowda,
Kurubarahalli.
35. Melleshu, 2 years, Kenganayakanahalli.

Sri P. A. PAWASHE.—May I know whether it is a fact that the emergency exit was not made available to the passengers as it was rivetted, and if so, who is responsible for that and what is the explanation of the Government ?

Sri M. MOHAMMED ALI—The Bus has been brought back and technical persons have examined it. Their report is that an iron bar had been hinged by a bolt and the other end of the iron bar has a latching arrangement resting on another bolt of the emergency door. Due to the excessive heat this latching arrangement appears as though it has been permanently bolted on both the sides.

ಶ್ರೀ ಎಸ್. ಬಂಗಾರಪ್ಪ.—ಇದರಲ್ಲಿ ರಿವಿಟಿಂಗ್ ಆಗಿರತಕ್ಕ ಎಕ್ಸಿಟ್ ಡೋರ್ ಇತ್ತು ಎಂದು ತಿಳಿದಿದ್ದರಿಂದ ಬಹಳ ಮುಖ್ಯವಾದ ವಿಷಯ, ಟಿಕೆಟ್ ಪರಸನ್ ನೋಡಿದ್ದು ಬೆಂಕಿಬಿದ್ದು ಅದಮೇರಿ ನೋಡಿದ್ದಾನೆ. ಪತ್ರಿಕೆಯಲ್ಲಿ ಬಂದಿದೆ ಮೊದಲೇ ರಿವಿಟ್ ಮೆಂಟ್ ಹಾಕಿಬಿಟ್ಟಿದ್ದಾರೆ ಎಂದು. ಈ ದೃಷ್ಟಿಯಿಂದ ಎಕ್ಸಿಟ್ ಡೋರ್ ಇಬ್ಬರುವ ಉದ್ದೇಶ ಏನು? ಏತಕ್ಕೆ ರಿವಿಟ್ ಮೆಂಟ್ ಮಾಡಿದ್ದರು ? ಅದು ಅಲ್ಲದೆ ಕೆರೋಸಿನ್ ತೆಗೆದುಕೊಂಡು ಹೋಗಬಾರದು ಎಂದು ಇವರೂ ಕೂಡ, ಆರ್ಜೆಫ್ ರಷ್ ಇರುತ್ತದೆ, ಎಂದರೆ ಹೇಗೆ ? ಕಂಟ್ರೋಲ್ ರೂಮ್ ಗೆ ಹೋಗಿದ್ದರು ಎಂದರೆ ಹೇಗೆ ? ಡ್ರೈವರ್ ಹೋಗುವುದು ಬೇಡ ಎಂದು ಉದ್ದೇಶ ಅಲ್ಲ. ಏನಾದರೂ ಒಬ್ಬರು ಹೋಗಿ ಒಬ್ಬರು ಇರಬೇಕು ಎರಡು ಹೋಗಿ ಅಲ್ಲ ಕುಳಿತುಕೊಂಡರೆ ಹೇಗೆ ? ಈಗ ಅನಾಹುತವಾಗಿದೆ, ಅದಕ್ಕೆ ಯಾರ ಜವಾಬ್ದಾರರು ಎನ್ನುವುದು ಮತ್ತೊಂದು ಪ್ರಶ್ನೆ.

Sri M. MOHAMED ALI.—Investigation has been started by the Police also. The preliminary report of the Superintendent of Police discloses that the bus crew had gone to meet the controller because there was a big rush. The Controller wanted to have more trips made by the bus. It is a common scene how people rush in the buses. It is physically impossible some times for the Conductor to stop all the passengers entering the bus.

Regarding rivetting of the emergency exit, the bus is still there for inspection. Therefore, I will order further investigation in the matter. The report I have received is not enough. I will refer the matter to the Police to have a fair and impartial enquiry in the matter. But what is quite apparent is, this has happened so suddenly that

within a few minutes everything is over. Possibly, nobody might have thought of opening the emergency door. Now it is more desirable to change the pattern and design of the buses and keep two doors for mofussil buses also.

iv) re : Ban imposed on participation in politics by the Teachers of private aided schools

SRI S. BANGARAPPA (Sorab).—I call the attention of the Minister for Education to the ban imposed on participation in politics by the teachers of private aided schools.

SRI M. MALLIKARJUNASWAMY (Minister for Education).—Madam Speaker, I make the following statements ;

In Government Orders No. ED 350 SLB74 dated 4-10-1974 and Nos. ED 131 PGC 74 dated 7-10-1974, Government have made amendment] to the relevant rules under Grant-in-aid codes for Secondary Schools and Primary Schools as follows :—

“No primary school/Secondary School/Higher Secondary School shall be eligible for grant under these rules if any employee of such Institution—

(i) engages himself or participates in any demonstration which is prejudicial to the interests of the sovereignty and integrity of India the security of the State, friendly relations with neighbouring or foreign States, public Order, decency or morality, or which involves contempt of Court, defamation or incitement to an offence ;

(ii) becomes a member of or otherwise associates with any political party or any organisation which takes part in politics or takes part in or subscribes in aid of or assists in any manner, any political movement or activity ;

(iii) contests any election to or becomes a member of any House of the State Legislature of any House of the Parliament or any local authority”.

In Writ petition No. 627/75 Sri G. M. Kapparad and others and also in Writ Petition No. 607/75 Sri G. K. Kulkarni and others have challenged the validity of Government Orders indicated above. The High Court have issued interim order directing the Respondents not to withhold the salary or the grant due to the petitioners pursuant to the order No. ED 350 SLB 74 dated 4-10-1974. Since these Writ Petitions are pending in the High Court, I do not wish to make further statement in the matter.